

"Good morning, Miss Muffin!" "What an early "riser" you are?"

"Oh!—a member of the PRESTO Club, are you?" "Well,-that accounts for the dainty, and crisp, appearance we Baking-Powder fellows have always admired in you!" ("Say - she's just as nice as she looks!")

FOR CAKES BISCUITS .

Quick-DUMPLINGS Flour DOUGHNUTS

PIE-CRUST . SHORT-CAKE MUFFINS · ·



Some men will beat ev erybody and everything-except the carpets. They let their wives do that. But they don't - they can't - beat the beatendown prices of this Fifth Anniversary Sale. Here are the best of fabrics— here are the best of tailors -from out of here come S Louis's best dressed men. And while prices are pruned - quality is un-touched. Until Saturday. August 15, you can give us \$30 and we'll give you \$40 or \$35 Suiting—or give us \$8 to get back from us \$9.00 or \$10.00 Trousers. No solid blacks or blues.

MacCarthy-Evans Tailoring Co., 816-820 Olive. Male 2547. Tas Post Office is Opposite.



MANGSON

THE RUPTURED

OTARY PUBLIC JOSEPH F. FARISH,

the bargains to be had only at the

Pound Dying on Railroad Track.

Willia Efficials

No., Aug. 2.—The body of

H. Smith, son of Henry Smith, a farmer

a this vicinity, was found badly mangled
and dying on the Burlington Railroad track,

the west of New Cambria, this morning,

found smith had been attending a party be

tage and was returning home, walking on

the railroad track. It is supposed he was
un over by the eastbound Burlington Flyet

beaut 2 o'clock Sunday morning.

fr. and Mrs. T. J. Clendenin and De

scendants Gather for Celebration of Fiftieth Wedding Anniversary.

FAMILY OF THIRTY HOLDS

REPUBLIC SPECIAL Mexico, Mo., Aug. 2.—Thirty descendants of Mr. and Mrs. T. J. Clendenin, representing four generations, met at the home of Mr. and Mrs. H. P. Moore in Perry, Mo., Thursday, in a family reunion. Those present constituted the entire family.

There were present: Mr. and Mrs. T. J. Clendenin of this city, the head of the fam-

Children: Mr. and Mrs. H. P. Moore of lco: Mr. and Mrs. J. W. Hanger of Audrain

leo; Mr. and Mrs. J. W. Hanger of Audrain County; Miss Ida Clendenin, a teacher in the Girls' High School in Brooklyn, N. Y.; Mr. and Mrs. W. W. Clendenin of New York, N. Y., where Mr. Clendenin is a teacher in the Girls' High School of Manhattan; Mr. and Mrs. C. E. Casper of Rush Hill; C. C. Clendenin of Columbia; T. J. Clendenin, Jr., of Mexico.

Grandchildren: Mr. and Mrs. Emmett Fairbairn of Perry; Mr. and Mrs. G. D. Edwards of Newada, Mo.; Frank, Lida, Earl and Russell Gibson of Mexico; Effie, Charles and Thomas Hanger of Audrain County; Thomas and Ruth Clendenin of New York. Great grandchildren: Leta Fairbairn of Perry; Corwine Edwards of Nevada, Mo.

The head of the family is 73 years of age, and the youngest member, Corwine Edwards of Nevada, Il months. Mr. and Mrs. Clendenin celebrated the fiftieth anniversary of their marriage in January.

\$2.50 Terre Haute and Return Via

St. Albans School at Radford. Va., in which he makes an exceedingly virulent attack on the faculty and Board of Visitors of the University of Virginia and accuses the latter of malice and falsehood. The former, he says, are incompetent.

Colonel Miles had been for some time a candidate for president of the university, but recently withdrew his name. He says:

"I deprecate the exclusiveness and nepotism and the snobbery, that have grown up around Mr. Jefferson's great institution. Some of the professors are failures as lecturers and teachers. The Board of Visitors know this, Some of these professors are addicted to intoxicating drink."

GEORGE SOUTHWELL STRICKEN. Well-Known Composer Suffers a

Stroke of Paralysis.

Excelsior Springs, Mo., Aug. 2.—George Southwell, the well-known music com-poser, suffered a stroke of paralysis here last evening while helping the Excelsior Springs Concert Band with the rendition of a programme, which consisted of pieces only of his writing. He is now in a prevarious condition at Snapp's Tavern.

"Dent's" Umbrellas, Made in London. Natural wood handles. \$4.50 to \$5. Sole agents.

MERMOD & JACCARD'S, Broadway and Locust.
Our new catalog, 4,000 engravings, mailed fres.

Pontine Chautauqua Assembly.

A terrible chill, raging fever, profuse sweating every other day. That's the genuine old-fashioned ague.

Periodical headaches, neuralgia, indigestion, sore muscles, aching bones, extreme debility. That's the dumb ague, or malarial poisoning.

You can kill every malarial germ in your blood quickly, positively, by taking the never-failing remedy-

Ayer's Malaria and Ague Cure

Rate by L. C. AVER CO., Lorett, Many

BOOM IN WATER TRANSPORTATION.

Construction of the Panama Canal Disease Spreads From Tampico, Will Cause Great Revival in Navigation.

IMPROVEMENTS CONSIDERED.

Chairman Burton of Congressional Committee Now Touring Europe to Gather Data for Future Works.

The Republic Bureau, 14th St. and Pennsylvania Ava. Washington, Aug. 2.—Representative Bur ton of Ohio, who is now making a tour of Europe for the purpose of inspecting river and harbor improvements, doubtless collect much information which will influence the river and harbor appropriations of the next Congress.

Strife between members of Congress who are interested in the improvement of streams in the interior, and members who have districts along the coast, promises to be fiercer than ever the coming session, and politicians are eagerly awaiting the appointnent of the members who will make up the ommittee that is to control the river and sarbor appropriations.

harbor appropriations.

It has been suggested recently that the localities which are directly benefited by improvements should share the cost of them with the general Government. Representatives who are interested in inland rivers say the members from along the coast did not make this discovery until the coast had been well cared for, and insist it is time that the interior should have a larger share of the improvements. REUNION AT PERRY, MO. he improvements.

As chairman of the House Committee on Rivers and Harbors, Mr. Burton has had wide experience with shipping interests and has acquired an extensive knowledge of the has acquired an extensive knowledge of the conditions which exist along all the principal streams in the United States. He has traveled in Europe before, but his present trip is for the sole purpose of investigating harbors and European streams.

FOREIGN WORKS.

At present Mr. Burton and his company.

FOREIGN WORKS.

At present Mr. Burton and his companions are in Denmark. The party first visited the streams and ports of France, making a special study of the extensive canalization of streams in that country. The party then went to Holiand, Belgium and Germany. After inspecting Swedish and Danish improvements, Mr. Eurion will go to Constantinople and then to Egypt, where he will inspect the great Assouan dam and other extensive improvements which have been made to control the water of the Nile.

The Ohio River Improvement Association has been working for years to have the Government improve the Ohio in such a manner that a good stage of water may be maintained throughout the year. The association first wanted a six-foot stage. It now asks a nine-foot stage at all seasons. Similar demands come from the Mississippi Valley and one of the great problems before Congress is whether it shall continue to make scattered appropriations or undertake the extensive and permanent improvement of these streams after the plan adopted in France and other European countries.

Farming and manufacturing interests insist that the streams must be improved

Big Four, 8:25 and 11 p. m. trains Saturday, August & Tickets Broadway and Chestnut and Union Station.

COLONEL G. W. MILES AROUSED.

Makes Attack on Faculty and Board of Virginia University.

REPUBLIC SPECIAL.
Richmond, Va., Aug. 2—A stir has been caused by the publication of a letter signed by Colonel George W. Miles, head of the St. Albans School at Radford, Va., in which he makes an exceedingly virulent attack on little shaving streams susceptible of improvenity to the Mississippi. It is urged by localities having streams susceptible of improvenity to the Mississippi. It is urged by localities having streams susceptible of improvenity to the Mississippi. It is urged by localities having streams susceptible of improvenity to the Mississippi. It is urged by localities having streams susceptible of improvenity.

tary to the Mississippi. It is urged by localities having streams susceptible of improvement that the Panama Canal will make the improvement of interior streams imperative. Water transportation, it is said, is about to have a wonderful boom, and it is urged that the Mississippi and all its main tributaries must be converted into feeders for the canal across the Isthmus, breams are entertained of bringing the great lakes closer to the Panama Canal by way of the Illinois and Mississippi rivers. The lower Mississippi country is in favor of the canalization scheme, as it is promised that the excessive flow of water in the spring will be checked and the pecessity for gigantic levees obviated. Bayous and swampy lowlands along the rivers could be converted, it is said, into reservoirs, in which the flood waters would be stored. Great dams would regulate the flow, and locks would make it possible for vessels to pass the dams.

Wedding Rings (Solid Gold). Finest qualities, \$3 to \$30. Mermod & Jac-card's. Broadway and Locust. SUNDAY SCHOOL CONVENTIONS. Townships of Washington County, Ill., Arrange Programme.

REPUBLIC SPECIAL.

Nashville, Ill., Aug. 2.—The annual series of township Bunday-school conventions will be held throughout Washington County next week, beginning Monday, August 3, and ending Friday, August 7. The first convention will be held at Pilot Knob Monday, with the Reverend George Beyler and Buperintendent J. P. Courtney of this city as speakers. Tuesday conventions will be held at Ashley and Oakdale, the Reverend Mr. Hitt of Nashville leading at the former place and the Reverend Mr. Eelis, also of this city, leading at the latter place. The Bunday schools of Beaucoup and Okawville will convene in the Methodist churches at their respective cities Wednesday afternoon. The Reverend Mr. Groves, pastor of the First Methodist Church of this city, will lead at Beaucoup. The Reverend Mr. Jackson of Oakdale, the Reverend Mr. Jackson of Oakdale, the Reverend Wr. Jackson of Oakdale, the Reverend Wr. Jackson of Nashville will officiate at Okawville.

Three conventions will be held in the county Thursday, at Nashville, Richview and Dubois. At Richview the Reverend and Mrs. Vandaweer of Beaucoup will preside, while at Dubois the Reversed Mr. Decker of Ashley will have charge of the convention. The concluding sessions will be held Friday afternoon and evening at Irvington, Hoyleton and Lively Grove.

The session in this city Thursday will be held in the First Presbyterian Church, and will be presided over by W. B. Anderson, superintendent of the Presbyterian Enuday School. Others who will appear before the convention are: James P. Courtney, Missian Eckett, the Reverend Wayne C. Clarke, Mrs. H. J. Schmidt, Miss Cora Bawyer and William Reidelberger. In the evening addresses will be delivered by Theodore L. Reuter. Superintendent of the German Methodist Church of this city, and the Reverend Mr. French of Oakdale.

Celebrated Patek-Philippe Watthes Colebrated Patek-Philippe Watches

sale by the sole agents.

MERMOD & JACCARD'S.

Broadway and Locust. OLD WOMAN INJURED BY CAR

Mrs. L. Helmkamp Seriously Hurt

on Garrison Avenue. on Garrison Avenue.

roken leg, a bruised shoulder and minjuries were suffered by Mrs. L.

kamp, El years old, when struck by

srokes car at Garrison avenue and

i street, at 6 clock Saturday even
Mrs. Halmkump is at her home, No.

arrett street, in a serious condition.

was attempting to cross Habert street

id not notice the ear's approach until

middle of the track. The sound of

man J. W. Brown's gong confused

Helmkump, it is said, and before the

as stopped she was strick.

Esimplemp was carried to Doctor C.

arker's office at No. MR North Jef
arker'

TEXAS IN DANGER OF YELLOW FEVER.

Mexico, Though Rigid Quarantine Is in Force.

CONDITION IS NOW ALARMING.

Increase of Infection-Carrying Mosquitoes Continues, and Scores Die of Epidemic Despite Suppressive Measures.

REPUBLIC SPECIAL. Washington, Aug., 2.-The yellow fever

situation at Tampico, Mexico, is alarming. Reports to the public health and marine hospital service show that, despite the disinfection of all vessels, and their detention for five days thereafter, the spread of the disease continues.

Acting Assistant Surgeon Frick has been compelled to withdraw on account of illness, and Doctor Lippincott, a local physician, is in charge. In the week ended July 18, Boctor Lippincott reports there were 70 deaths, 45 of which were from yellow fever. In the same week 59 new cases were reported, 49 left over from the previous week, making a total of 108 cases. The conditions prevailing are growing worse. Recent rains have increased the number of mosquitoes, and a consequent increase of the epidemic is anticipated. The infection now seems to be generally distributed both in Dona Cecilia and Tampico, and Doctor Lippincott says: "The situation is daily growing worse and I have been informed that there have been

a few cases at Altamira. This shows that the cases at Altamira. This shows that the infection is being carried by the railroad communication with this port. A quarantine station has been established at tennales, a point about sixty kilometers from Tampico, but if strict care is not taken the infection may extend either to Eagle Pass or Laredo.

TEXAS 19 IN DANGER.

Trains leaving Tampico are overcrowded every day, and as the quarantine station s only three hours by rall, any one infected on leaving would not have time to develop before passing quarantine. The shipping had been free from infection up to the present time. All Texas and Gulf ports have been instructed by Surgeon Gen-eral Wyman to maintain a strict quaran-tine against the infected sections of Mex-ico.

tine against the infected sections of Mexico.

The disease has been found also at Vera Crux, where it is believed to have been imported from Tampico. Assistant Surgeon Goldberger at Vera Cruz reports:

"The Superior Board of Health is about to inaugurate measures for the suppression of yellow fever. As at present outlined, it is proposed to divide the city into sections, each section to have a chief inspector and subordinate inspectors who will make house-to-house inspections, registering all nonimmunes who are to be seen in a large of any showing suspicious symptoms such are at once to be isolated in mosquito-proof rooms. Measures are also to be taken with a view to minimizing the multiplication of mosquitoes and by fumigating the dwellings from which cases of yellow fever have been removed, destroying mosquitoes that may have become infected.

IDEA FIRST SUGGESTED BY MAYOR ROLLA WELLS.

ssociated Charities Takes Up Plan for Co-operation in Transportstion of Indigent Persons.

REPUBLIC SPECIAL persons from one place to another has just clated Charities in this city. The object of the publication is to bring charitable organizations of different cities into co-opera tion in the manner of transporting indigent

The question of co-operation was first uggested at the twenty-ninth National Conference of Charities and Correction, in June, 1902, through a letter from the Mayor of St. Louis. It was later considered at a meeting of the section on the treatment of meeting of the section on the treatment of needy families, and a committee was appointed to prepare a set of rules, a telegraphic code and an explanatory circular. It is believed the observance of definite rules will greatly diminish, if not entirely eliminate, the evils which frequently result from the granting of free transportation or charity rates to needy persons.

These rules are suggested:

Before any charitable transportation shall be granted the organization or official having the matter under consideration must be satisfied by adequate and reliable evidence.

be satisfied by adequate and reliable evidence.

First—That the applicant is unable to pay the regular fare.

Second—That the applicant's condition and prospects will be substantially improved by sending him to the place in question.

Third—That the applicant will have such resources for maintenance at the point of destination as will prevent him from dependence on public charity; or Fourth—That the applicant has a legal residence in the place to which he is being sent, or is a proper charge upon the charity of that community. Wedding Invitations, Calling Cards,

Announcements, etc., elegantly engraved. Samples mailed free. 100 finest calling cards and engraved plate (script), \$1.50, or 100 cards from plate, \$1.

MERMOD & JACCARD'S. Broadway and Locust.

MIDWAY FAKIRS IN A FIGHT. Delmar Garden Showmen, Found

With Revolvers, Are Fined. What might have been a serious fight between concessionaries on the Midway at Delmar Garden was averted yesterday morning by the arrest of T. N. Pennick and

Pennick controls the merry-go-round and Calhoun works for him. A quarrel started between Pennick and one of his neighbors, but hostilities were prevented by by-standers. Pennick and Calhoun left sud-

denly and some suspected that they had gone for revolvers. Sheriff Hencken of Clayton was notified and went to the place with Deputy Ossen-fort, when Pennick and Calhoun were searched, the result being the discovery of

searched, the result being the discovery of two 44-caliber Colt's revolvers. Charges of carrying concealed weapons were placed against the men and they were locked in jail at Clayton. After staying there a few minutes they decided they wanted to get out, sent for Justice Campbell and pleaded guilty. They were fined \$50 and costs each. wanted to get out, sent to the were fined 300 and pleaded guilty. They were fined 300 and costs each.

Later in the day Osias Morris, a St. Louis negro, was arrested at Creve Coeur Lake on a similar charge and locked in jail at Claytoh.

Werner Bres.' Clearing Sale.

The annual midsummer clearing sale of Werner Bros. in The Republic building on Olive street, at Seventh, begins this morning. The success Werner Bros. have achieved in St. Louis and the position which they have acquired in the St. Louis mercantile world is the result of energy, merit and giving the public credit for knowing what it wants in the matter of fashions, skilled workmanship, careful selection of stock, see. The goods of the most celebrated manufacturers are always found at this ators. In the matter of men's and boys' wearing appared, werner Bros. summer clearing sale means exceptional opportunities. Large reductions are made on all lines clearing sale means exceptional opportunities. Large reductions are made on all lines of goods carried in the store. Early buyers with nave the advantage in the matter of selections at the more announcement of Westerness "Lowest-Priced House in America for Fine Goods."

On BROADWAY, Cor. Locust.



See This Great Offer.

14-k. Solid Gold Open-Face Watch with fine nickel jeweled movement, lever escapement, plain, polished or engine-turned case. This finely finished dependable watch, with 14-k. Solid Gold the low price of\$29.00

Our Complete Catalog-containing over 4,000 beauti-Fine Diamonds, Watches, Silverware, Cut Glass, Clocks, Art Mailed Free. Write for It.

MERMOD & JACCARD'S.

hence the ties are always ready as soon as the steelmen can unload the rail and get it in position.

As soon as a rail is laid, a bolter fastens on the angle bars loosely with one bolt, in readness for making the joint with the next rail. After removing the rail from the tram, seven or eight steelmen hold it into position. One man, the heeler, grasps the extreme end, and effects the connection by slipping the rail against the one preceding by wedging it between the open angle bars. Then he hurriedly fixes in a bolt, which meanwhile is tightened by a bolter. The process is carried on simultaneously on both sides of the track.

When track is designed for heavy running, six bolt angle bars are used, but only two bolts are fastened at first. The joint thus is rendered sufficiently strong for temporary purposes. The junction made, spikers fastendown the rail, using about eight to the rail length of 31 feet, which is sufficient to permit the safe passage of the pioneer train.

BALLASTED TO WITTENBERG.

BALLASTED TO WITTENBERG.

The bridler is one who fixes the "bridle" to the rails, an appliance that insures a standard gauge. It is simply an iron bar, with a device at both ends by which it is

with a device at both ends by which it is attached to the under side of the rails.

The construction car cannot be moved until the bridle is in position, and the car must go forward at every rail length. Hence the bridler moves with the same slow system and abreast of the rest of the gang.

Behind the train works a smaller gang, which finishes the "skeleton track." It consists of re-enforcements of bolters, bridlers and spikers. The full quota of bolts are inserted, the gauge is fixed with careful exactness, and the spikes driven into all ties.

HASTINGS MacADAM.

MERMOD & JACCARD'S.

Broadway and Locust.

Don't Neglect Your Eyes.

our expert opticians, Doctor Bond or Doc-

GLOBE CELEBRATES BIRTHDAY.

Twelve Thousand Persons Turn

Out at Atchison, Kas.

proper fit guaranteed.

If they are "not as good as they used to be" they need immediate attention. Consult

Mail Orders Carefully Filled.

BROADWAY AND LOCUST.

BUILDING A MILE OF RAILROAD A DAY.

Modern Appliances Enable Rapid Construction When Workmen Are Obtainable.

LABOR SEEMS HARD TO GET.

Republic Correspondent Describes Picturesque Trip to the "Front" Over Incomplete Division.

BY A STAFF CORRESPONDENT.

Six, Mo., Aug. 2.-After rounding many bewildering curves, the frowning bluffs rising sheer on one side, the broad Mississippi a few feet below on the other, we of the Ploneer train are half way between Wittenberg and Seventy-Six, where, perforce, we halt, because the track ends.

The pioneer train is on the new railroad

building from Cape Girardeau to St. Louis which will be Frisco property, and which will be an important addition to the rail arteries of trade leading south from St.

The train started from Cape Girardeau for the "front," where an invading army of laborers rapidly are pushing into the hostile country-hostile in that its picturesque and lonely cliffs by nature are fortified against the shackles which represent a bondage to sordid commercial necessities. There are many places of interest along

the way—the resentful cliffs not least among them—but none that quite compensated for one's disappointment in failing to reach a spot called by such a name as Seventy-Six Why the number? If numerals were wanted, why not have chosen "Seven-Eleven," which generally are accredited with some significance? But of all the numbers from one to the billions, why should anybody have hit upon this same old seven and six? The raitroad men say Seventy-Six is a boat landing, which soon will be a small railway water station. It seems that a creek is there, which somebody cailed "Apple Creek." Further south twenty miles is another creek, which had been christened with the same designation. Contusion having resulted, some steamboat captain chose to call the upper Apple Creek "Seventy-Six." Though this title "little meaning, little relevancy bore," nobody saw fit to inquire for reasons. Hence it is and will be Seventy-Six.

NEGROES DESERTED. Why the number? If numerals were wanted,

NEGROES DESERTED. We were William Devney, J. W. Jones two or three brakemen, the fireman and about thirty negroes. Devney is train master, Jones or "Jonsie" is conductor and Carroll is engineer. The fence men are fence builders, and the negroes are negroes—who were hired as laborers, but who discovered an unconquerable dislike of labor, and who deserted one by one as we neared

covered an unconquerable dislike of labor, and who deserted one by one as we neared the "front."

More tragedy than comedy—for the contractors—was involved in these desertions. With plenty of hands, track can be laid at the rate of a mile, and, special exertion being made, even two miles, a day. But labor, what with harvesting, the deal of railroad construction now in progress in Missouri, and other large enterprises such as the World's Fair, is hard to get.

The contractors, McCabe & Steeve, who engaged to build the difficult stretch of track from the Cape to Crystal City, sent to St. Louis to enlist forty negroes. They were enlisted. Their fares were paid to Cape Girardeau and a special train provided to carry them to the "front."

Not a few had whetted their appetite for travel by the time they reached the Cape, and took a job as roustabout on the first steamer home. Others were rounded together and set out with us. But on every stop, their number noticeably decreased.

Devney, Jones, Carroll, the brakeman, and all of us lustily "hollered" at them, demanding to know what they meant by silding from the cars and making off south. They offered no explanations. Carroll would back up to overtake them, which move they easily defeated by literally taking to the woods, where high up on a bluff or down in a deep guich they demonstrated by grinning broudly that they had no fill feeling toward us.

As it was a positive impossibility to run

down in a deep guich they demonstrated by grinning broadly that they had no ill feeling toward us.

As it was a positive impossibility to run a heavy construction train over the mountains and far away, following such a path as an active negro can take, we had to bid them adieu. Devney and Jones the while muttering something about black hides and buckshot.

ONE LONE LABORER.

Just one solitary negro was aboard when we reached the "front" camp. He was a horny-handed son of Ham, who evidently was accustomed to hard work. Asked to account for the conduct of his confreres, he replied tersely: "Dem's no count nigrahs, boss. No Alshama nor no Louisn' coon wouldn't do no trick like dat."

Devney was kind enough to take personal charge of the writer. We sat on top of the caboose, whence he pointed out the special features of the accessry and the particular difficulties of track construction. The first thing which attracts attention when viewing the country on top of the caboose is the astonishing number of cinders that plop into the eyes. But, accustomed to cinderlined eyes, you are able to observe and reliefs the fact that this bit of railroad offers the most striking scenic features of any stretch of track near St. Louis.

From Memphis north as far as Cape Girardeau it is, with the exception of a very few miles in Scott County, one unbroken stretch of level, low land. Beyond the Cape, the base of the Eastern Osarks is washed by the Mississippi. The face of the mountains, long exposed to the waters, is very irregular. Often a huge bluff, three or four hundred feet high, presents a precipics on the rivernide, a clean drop down in to the river.

The road tollows the unever contour of the hills. Consequently it was often necessary to blast away an entire side of a bluff, as no tunnelling was undertaken Thus often the track is upon solid rock, great crass hanging over and projecting out underneath.

CONSTRUCTION IS INTERESTING. ONE LOND LABORER.

crars hanging over and projecting out underneath.

CONSTRUCTION IS INTERESTING.

The grading is completed about thirty-three miles from Cape Girardeau. The contract calls for the completion of track-laying to Crystal City by October 1. Thence it is a short run to Lindenwood, just outside the city limits, where the south line will join with the existing main line. It is expected that trains will be entering 2t. Louis by December 1.

The ploneer train lays the skeleton track. The process by which it can create a mile of railroad in one day is of unusual interest.

The train consists of ten flat-cars, engine and construction tar, coupled is the order named. Two flatcars contain rails the remainder, the enough for a mile of track. Upon each side of the train is a

narrow fram, which is so devised that it can be attached or detacned at will from the cars. The one tram is for ties, the other for rails, and by means of them materials are caried forward the train-length and are ready for use as needed. The construction car is about as long as the ordinary furniture car. The its tram protrudes about fifteen feet in front of it, and the rail tram about six feet. The gang of laborers necessary, aside from the train crew, is divided into "tie-buckers," "steel-men," "spikers," "boiters," "heelers," and "bridlers." About twenty its-buckers take the ties as they come forward along the tram, and put them in place on the train placing ties from the cars on the tram About fifteen steelmen handle the rails at the "head end," and about three are back on the cars. The twenty tie-buckers work in a kind of loop, as do roustabouts when loading or unloading freight. The first removes a tie from the tram and lays it in position, the second follows, and so on. It is so devised that the tie-buckers are always a raillength in advance of the railmen, and hence the ties are always ready as soon as the steelmen can unload the rail and get it in position. As soon as a rail is laid, a bolter fastens LABOR FUNDS AWAY.'

Ex-Treasurer Murphy of Stonecutters' Union at Sing Sing Tells His Story of "Graft."

"BOSSES HAVE SECRET DEAL."

Says Employers' Association and Leaders of Union Are in a Trust, and That He Used Miners' Money.

New York, Aug. 2-"It was a regular go. as-you-please, and it would have taken the that crowd," is the comprehensive, expressive manner in which Lawrence Murpby to-day described the "graft" in the stonecut-ters' union, of which he was treasurer.

Mr. Murphy does not attempt to deny that he was guilty of grand larceny, for which he has been convicted and sentenced to five and a half years' imprisonment.

He squandered funds that came into his hands, but he asserts vehemently that he was not alone to blame and that his own peculations were comparatively small. peculations were comparatively small.

Murphy's story was remarkable in many is that a secret arrangement exists between the lenders of his union and the employers'

contractor not in the association from ob-taining work requiring the services of union exactness, and the spikes driven into all ties.

When all is done, an inspector representing the railroad company, who is always with the track-laying gang, examines the work accomplished during the day, and accepts or rejects it, according to whether it meets requirements. Once accepted, future loss by flood or other cause is sustained by the railroad.

The ballasting and the more coreful preparation of the railroad and track for traffic are done by the railroad and not by contractors. By the use of several gravel, dirt, rock and general material trains, operated daily from Cape Girardeau, the distributing point, and such intermediate points as are good sources of supply for rock and gravel, the ballasting almost keeps pace with the track-laying.

At present the line is ballasted almost to Wittenberg, or within five miles of the "front."

According to salways the services of union stonecutters.

The lass secret deal between the bosses amounting to a trust." said he. "Wigge, the former president, has the paper. Now, we done to work for anybody who does not fall in line or who bids under a certain figure. Anybody who cuts under or who was out of the association would be barred."

"The allegation was made that, while of money." Murphy was asked in his cell at Sing Sing to-day.

"It passed through the houses amounting to a trust." said he. "Wigge, the former president, has the paper. Now, we don't know exactly what the agreement is, but our understanding is that the union is not to work for anybody who cuts under or who was out of the association would be barred."

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at Sing Sing to-day.

"It passed through the hands of a board of trustees composed of three men, one of whom gave perjured testimony against me," was the reply. "There were others who got the money."

"Did this board go over your accounts?"

"They never went over my accounts?"

"They never went over my accounts?"

"They never went over my accounts? and they did was to read the books of the cerresponding secretary. There were no proper accounts, and when that \$10,000 came from Brooklyn they all wanted to grab, and there was a good time all around."

"How did you distribute the money?"

"One man got \$500 at one time and there were \$5 and \$10 bills for everybody on the Secret Committee; the society knew nothing about it at all. They just heaped up the expenses and I paid and kept quiet.

"In sentencing you, Judge Newburger said, he had received a letter from John Mitchell president of the United Mine Workers at America, saying you had failed to turn or to him \$1,000 voted by your union to assist the striking coal miners in the anthracite region. Is that true?"

"That is the darkeet thing they have against me," answered Murphy.

"I made the motion myself, and I was to have carried the money. It was supposed to come from a fund of \$19,000. Well, I started with the \$1,000 for Pennsylvania, and I never got there. That is all there is to it. But, you see, I had been paying for strikes and giving out the money here and there and not bothering about funds or books at all.

"There is not one man in ten in the so-

Atchison, Kas., Aug. 2.—Twelve thousand persons attended the twenty-fifth anniversary of the Atchison Globe to-day at Forest Park. Free band concerts, an address on good citizenship by Governor Bailey of Kansas and an elaborate freworks display were among the features of the event. E. W. Howe, editor of the Globe, entertained 150 guests, many of them from other towns in Kansas, at dinner.

The Globe has been under the editorship of E. W. Howe since its inception, twenty-five years ago. Excursions were run from heighboring towns. E. W. Howe is widely known as the author of "The Btory of a Country Town," and author of "Globe Sights." the philosophical sayings which appear in the Globe. KING OF ALL BOTTLED BEERS!~



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